

THE LONDON BOROUGH OF BARNET (WEST HENDON  
REGENERATION AREA) COMPULSORY PURCHASE

ORDER (No 2) 2016

And

THE LONDON BOROUGH OF BARNET (WEST HENDON MAJOR  
HIGHWAY WORKS) COMPULSORY PURCHASE

ORDER (No 2a) 2016

PROOF OF EVIDENCE

ANDREW JAMES MILEHAM

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# Personal Statement

## Personal Details

- 1.1 My name is Andrew James Mileham. I am an Associate Transportation Planner employed by CH2M. CH2M is a leading global engineering and transport planning consultancy. The consultancy employs over 26,000 professional staff including traffic engineers, traffic planners, urban designers, market researchers, economists, etc.
- 1.2 I am a member of the Institution of Civil Engineers and a member of the Institution of Highways and Transportation. My professional experience has been gained entirely in the field of highways and transportation, the last 10 years having been spent working on the transport aspects of major development planning application. My project experience includes schemes such as Elephant and Castle Regeneration, Harrow View East (the Former Kodak Site) in Harrow and the Former Middlesex University in Enfield.
- 1.3 I currently work in the Development Sector of CH2M's Transport Planning function. I assist with the day-to-day running of a group of specialist staff in planning, regeneration and development projects as they relate to traffic and transportation planning and engineering. I am a member of the Institution of Civil Engineers as well as a member of the Institution of Highway and Transportation. I have extensive experience in the development planning, traffic and transportation planning and engineering fields.
- 1.4 Prior to joining CH2M (formerly Halcrow) in 2006 I spent three years at JMP Consultancy where I worked on the preparation of Transport Assessments and Highway Modelling. Prior to that, I was employed as a Transport Planner at Jacobs Babbie. It is through these roles that I have gained experience in a wide range of development proposals and have particular experience advising on transport aspects of residential, retail and commercial schemes for a range of developers. I am responsible for the transportation and highways element of the reserved matters application for the detailed planning permission relating to Phase 4 of the West Hendon Regeneration Project.

## Role in relation to Proposed Scheme

- 1.5 CH2M is a consultancy that specialises in advising clients both in the public and private sector, on transport-related matters. CH2M were appointed by Barratt London (part of and hereinafter referred to as the Developer) to produce and prepare transport-related design and documentation for a hybrid planning application in March 2013.
- 1.6 Since 2013 I have been appointed by the Developer to advise on matters relating to transport and highway to support the reserved matters application for detailed permission of Phase 4 of the Regeneration Project and to provide the necessary information to Barnet Council (the Highway Authority and Local Planning Authority) in respect of discharging a number of conditions of the outline planning permission ref: H/01054/13.

- 1.7 In addition to this, I have also lead the design team on the Major Highway Works which are required to be built during Phase 4 of the Regeneration Project. These are detailed within the Book of Plans as Plans 14 to 19 and have been submitted as part of the reserved matters application for Phase 4. Therefore, I am familiar with the site and its surroundings.
- 1.8 My evidence in given in support of CPO2a and the stopping up of highways required to implement Phase 4 and the Regeneration Project.
- 1.9 My evidence is regard to CPO2a is given on behalf of the Council. My evidence in regard to the stopping up of highways is given on behalf of the Developer.

# Scope of Evidence

## Introduction

- 2.1 My evidence has been produced in respect of the Major Highway Works which are enabled by CPO2a and constitute part of Phase 4 of the Regeneration project. I will also provide evidence on the need for stopping up of highways required to implement the Regeneration Project.
- 2.2 My evidence is structured as follows:
- *The current highway arrangement*
  - *Proposed highway works*
  - *Justification for CPO2a*
  - *Stopping up of highways*
  - *Responses to objections*
  - *Set out my conclusions.*

## The Regeneration Project

- 2.3 The Regeneration Project consists of the Comprehensive redevelopment of the West Hendon estate and its immediate environs. An overview of the Regeneration Project is set out within Section 2 of the Project Synopsis.
- 2.4 The Regeneration Project is currently being delivered by the Developer. Phases 1, 2 and 3a have been completed, work is currently on going to deliver Phases 3b and 3c.
- 2.5 In order to mitigate the impact of the Regeneration Project, to better link it to the adjoining area, to provide an overall improvement in traffic movements and public realm the Developer is required to undertake a package of highways and infrastructure improvements.
- 2.6 The 2013 planning permission [H/01054/13] and section 106 agreement [see Paragraph 3.15] referred to in Mr Garner's evidence oblige the Developer to provide this infrastructure in a phased program as part of the overall delivery program.

# The Current Highway Arrangement

## Site Layout

- 3.1 The West Hendon estate mainly comprises time expired social housing which is isolated from the adjoining area. It is bordered to the north by Ramsey Close; to the southern border of the site is Cool Oak Lane with the Welsh Harp forming the western edge of the site. To the east of the Regeneration Project is Perryfield Way and the A5 West Hendon Broadway. The Broadway is the main high street in the locality and is a busy road on the London Strategic Road Network (SRN) connecting north/south through West Hendon. The estate currently consists of social housing estate with associated on street car parking. Some of these highways are subject to an application for their closure to allow the next phase of development, which is included in the detailed element of the hybrid planning application (see Core Document CDB.17 'Transport Assessment and Addendum').

## Existing Highways Layout

- 3.2 The Estate properties were constructed in the 1960s using large panel pre-cast concrete and set within a purpose built street pattern. The existing housing stock is described in the evidence of Mr Paul Shipway at Paragraph 4.4. Vehicle and pedestrian access across the site is considered by Mr Heyns in his evidence at Section 2.6.
- 3.3 The nature of the West Hendon Broadway and its associated gyratory system has contributed to the creation of an uncomfortable environment for pedestrians and cyclists whilst providing poor quality public realm which adds to the neglected appearance of the area.
- 3.4 The West Hendon Estate comprises a network of vehicular and pedestrian routes very different in character from the surrounding area, it lacks a traditional hierarchy of streets and is severed from adjoining areas resulting in isolation. The estate sits to the west of and accesses onto the A5 via Perryfield Way. Phase 2 of the Regeneration Project connects directly to Cool Oak Lane. Perryfield Way and Cool Oak Lane connect to the south and north-east via the A5 which is a busy strategic arterial and distributor road that connects through to the Transport for London Road Network (TLRN), including the A406 North Circular Road, and the M1 Motorway.
- 3.5 To the east there is a connection to the A41 via the A504 Station Road/Herbert Road gyratory and to more local areas via Park Road. Cool Oak Lane also connects to residential areas to the west, providing links to wider areas west of the site. The Hendon area is very conveniently located for the strategic highway network with the A406/A1/A41 and M1 all within 1 mile of the site. However the existing traffic arrangements are inefficient, the estate is isolated from the adjoining area and the highway layout contributes to the poor quality public realm. There are poor visual links between the existing estate and the A5 which deter connectivity by not providing an obvious desire line.
- 3.6 The road network serving the Estate is congested at the busiest times. The A5 is part of the Strategic Road Network, and traffic flows are typically in the order of 1,300 two-way movements per hour at peak times. There are currently three signalised junctions on the A5 connecting to either end of Perryfield Way and Cool Oak Lane. The traffic signals at these junctions are not linked, utilise old equipment and run on independent cycles which makes traffic movement along the corridor relatively inefficient. The area is already acknowledged to be congested at the busiest times.

3.7 A key feature of the existing local network is the use of Perryfield Way and Herbert Road as a means of undertaking right turn movements between the A5 south and A504 and for right turn movements between the A504 and A5 north.

3.8 Similarly traffic from the A5 north to the A504 is directed via Garrick Road and Wilberforce Road. All of these movements are convoluted, slow and unsatisfactory for most road users. The high volume of traffic passing along Herbert Road, Garrick Road and Wilberforce Road (for example around 500 through trips pass along Garrick Road) is also inconsistent with their geometry and the predominantly residential nature of these roads. A detailed drawing illustrated within Plan 11 of the Book of Plans shows the location of these streets.

I consider these issues in further detail below:

- **Perryfield Way** - A key feature of the existing local network is the use of Perryfield Way as a means of undertaking right turn movements between the A5 and A504 via Herbert Road. As a result of these traffic movements the volumes of traffic on Perryfield Way combines with the one way operation of the road to act as a barrier to pedestrian movement and creates an environment that reinforces the isolation of the existing estate. Perryfield Way also severs block G1 & G2 from the remainder of the Regeneration Project. Providing poor quality public realm for the residents within and severing them from new and realigned open space being created in the scheme.
- **Herbert Road** operates via a one-way approach from the A5 Broadway and Perryfield Way carrying northeast traffic to the A504 (Station Road). It is bordered by residential properties on both sides. Residential parking is located in the carriageway, thus making the existing carriageway narrow in width. The high volume of traffic passing along Herbert Road is also inconsistent with its geometry and the predominantly residential nature of the road.
- **Wilberforce Road** operates as two-way and is connected via Garrick Road from the north and Herbert Road from the South. It is bordered again by residential properties and the Beis Soroh Schneirer School. Residential parking is also located within the carriageway, thus making the existing carriageway narrow in width. The road carries high traffic flows operating as a rat run between the A5 and A504. The high volume of traffic passing along Herbert Road is also inconsistent with its geometry and the predominantly residential nature of the road.
- **Garrick Road** operates as two-way and has 7.5t weight restriction in place, except for access. The Road itself is connected via Wilberforce Road, Russel Road and The Broadway. The road carries high traffic flows operating as a rat run between the A5 and A504. The high volume of traffic passing along Herbert Road is also inconsistent with its geometry and the predominantly residential nature of the road. The eastern edge of the Regeneration Project includes the heavily trafficked Broadway (A5) containing a mixture of Victorian as well as more recent commercial and residential units. Congestion linked to inefficient traffic movements contributes to the poor quality public realm.
- Phase 2 of the Regeneration Project accesses onto Cool Oak Lane. At Cool Oak Lane Bridge the road reduces to a single carriageway shared with pedestrians. This acts as a deterrent to movement and impedes pedestrian access to neighbouring open space. A new bridge will be provided adjoining Cool Oak Lane Bridge as part of Phase 3c.

- **Station Road** currently only has capacity for single direction traffic. It offers a poor quality environment for pedestrians accessing between Hendon rail station the wider area/Regeneration Project. The junction geometry between Station Road and Wilberforce Road impedes the movement of pedestrians and is difficult to cross.
- 3.9 There are no direct pedestrian linkages to relatively nearby leisure facilities such as the West Hendon Playing Fields. Access require pedestrians to walk along the A5 for a distance of some 600m. Although not included with the Phase 4 works an improved link will be provided with Phase 5/6.
- 3.10 Travel by pedal cycle is not a highly used mode within Barnet and the area around the site provides limited on road provision for travel. There are no advance cycle stop lines at any of the signalised junctions within the study area and no dedicated cycle lanes. Although along the A5 pedal cyclists can currently use the bus lanes running along both the northbound and southbound carriageways. There are no formal bicycle stands for the shops along The Broadway and none within the residential areas. The traffic surveys that were conducted during the Transport Assessment (March 2013) (See Core Document CDB.17 'Transport Assessment' Section 4.4 Page 17) indicated very low cycle flows for example the A5 corridor counts indicate only 2% cyclists. A detailed drawing is illustrated within (reference book of plans).
- 3.11 This area of Barnet is covered within Guide 4 of the TfL produced Local Cycle Guides. This guide identifies Cool Oak Lane and a section of the A5 as a busier route which maybe signed for cyclists with a number of other roads being identified as quieter routes for cycling. In particular Park Road is identified as a quieter cycling route which allows for easy connection with Brent Cross shopping centre and to the future Brent Cross Cricklewood redevelopment.
- 3.12 The PTAL methodology provides an 'accessibility index' of rail, Underground and bus services within given times of a particular location. Threshold walk times are set to eight minutes (an equivalent walk of 640 metres) for bus services and up to 12 minutes (an equivalent walk of 960 metres) for rail / Underground services. Parameters reflected by the accessibility measure are:
- *Walking time between point of interest and the public transport access points;*
  - *Reliability of service modes available;*
  - *Number of services within the catchment area; and*
  - *Level of service at the public transport access point (average waiting time).*
- 3.13 The proposed development site has a moderate PTAL score of 3 across the site, which is an average figure in a London wide context, but above average for an outer London location and for Barnet. The site's PTAL has been determined using TfL's Planning Information Database. Further information with regard to the existing highway and local transport infrastructure is provided within the Core Document CDB.17 'Transport Assessment' under Section 4.5.4 on Page 19.



# Proposed Highway Works

## Planning Permission for the Scheme

- 4.1 The evidence of Mr Heyns at Chapter 4 explains the development of the project masterplan and how the proposed hierarchy of streets will assist in reintegrating the estate with the wider area. The masterplan also includes new links and highways improvements targeted at resolving the issues outlined above in Section 3.
- 4.2 Following revisions to the Masterplan the Developer submitted the part-detailed part-outline planning application (ref: H/01054/13) for the Scheme in March 2013 reflecting the hierarchy of streets referred to by Mr Heyns and associated highways improvements.
- 4.3 Planning Permission for the Scheme was subsequently granted on 20th November 2013 following the completion of the Section 106 Agreement (dated 19th November 2013) which includes a planning obligation on the Developer to deliver the Major Highway Works during Phase 4 of the Scheme. (See evidence of Mr Garner in Section 3.57).
- 4.4 In order to mitigate any impacts on the local highway network arising from the Scheme the Developer is required to complete the Major Highway Works prior to the Occupation of the 1058th residential unit within the Scheme (which is approximately mid-point of Phase 4).
- 4.5 The anticipated commencement date for Phase 4 is currently 2019, with completion of the Major Highway Works is currently programmed for 2021.

## Major Highway Works

- 4.6 A description of the Major Highway Works is provided in Core Documents CDB.17 'Transport Assessment' under Section 4.5.4 on Page 19 and CDB.41 Section 4.31 on Page 14. A series of proposed highway drawings are also provided for reference within the Book of Plans under Plans 14 to 19.
- 4.7 The highway works comprise:
  - Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the estate access road;
  - improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;
  - provision of a two lane approach for the A5 northbound and Cool Oak Lane;
  - provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
  - carriageway widening to Station Road to create two lanes ahead and one right turn lane;
  - Creation new public realm along Station Road providing an enhanced link to the rail station.
  - widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
  - removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;

- provision of controlled pedestrian crossing north of Borthwick Road on the A5;
  - provision of controlled pedestrian crossing south of Stanley Road including a central island;
  - removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
  - creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by a means of a central kerbed median strip);
  - reversal of one-way traffic flow on Herbert Road;
  - closure of vehicular access to Stanley Road and Borthwick Road;
  - provision of a right turn lane into Garrick Road from the A5;
  - Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
  - Re-provision of the bus stand from Perryfield Way to Wilberforce Road.
  - General public realm improvement across the Broadway and adjoining footways.
- 4.8 The main highway works improvement will be the central section of West Hendon Broadway which will be realigned to accommodate the new junctions and the closure of the Perryfield Way loop will involve the introduction of direct right turn movements between the A5 and A504 Station Road and the site via the junctions noted above. Much of this work will occur outside of the Order land and falls within the existing highway boundary.
- 4.9 The Major Highway Works also involve the widening of Station Road and the introduction of 2-way working from the A5 to the M1 over-bridge allowing the removal of through traffic from Garrick Road, Wilberforce Road and Herbert Road. The new layout will provide a fully linked signalised layout with 2 lanes for all traffic north and southbound on the A5 which results in the removal of the short section of bus lanes currently providing some bus priority along this corridor.
- 4.10 CH2M have been working alongside Capita, who have been undertaking a 'Technical Audit' on behalf of the Council on the proposed design for the Major Highway Works. These comments and actions have been addressed. With an initial agreement between both parties that the scheme in terms of design is acceptable and therefore could proceed to the detail design stage. A copy this 'Technical Audit & Designers Response' is referenced within Core Document CDB.41 under Appendix F. It is envisaged that the signals would be remotely managed via Urban Traffic Control (UTC) and via Split Cycle Offset Optimisation Technique (SCOOT) controlled to maximise capacity and allow for variation of signal timings.
- 4.13 The Order Land is required in order to enable the widening of Station Road to accommodate 2-way traffic flows, the provision of a two lane approach for the A5 northbound and improvements to the Cool Oak Lane junction and the construction of a new access at Ravenstone Road connecting with West Hendon Broadway facilitating two outbound and one inbound lane, signalisation of the pedestrian crossing over the estate access road.
- 4.14 The Order Land is set out in the Order and Order Schedule ("CDA.06") and delineated coloured pink and blue on the Order Map ("CDA.07"). The Order Land comprises the following:
- 32249 sqm of land to be acquired to enable the widening of Station Road, realignment of Ravenstone Road and improvements to Cool Oak Lane;
  - New rights to enable oversailing, construction and demolition of adjoining premises at or adjoining No238/238A West Hendon Broadway;
  - New rights permitting the resurfacing of land, laying out as highway of land and diversion of services.

# Justification for CPO2a

## Link between the Major Highway Works and Phase 4

- 5.1 CPO2a is required to implement the Major Highways Works which constitute an integral part of Phase 4 of the Regeneration Project. The 2013 planning permission requires the Major Highway Works to be implemented part way through Phase 4.
- 5.2 Without completion of the Major Highway Works Phase 4 of the Regeneration Project cannot be completed and later phases cannot be implemented. The overarching benefits resulting from and justification for the Regeneration Project are considered in the evidence of Mr Bailey.

## Benefits of the Major Highway Works

- 5.3 The significant benefits resulting from the Major Highway Works can be summarised as follows:
- Increasing traffic capacity and mitigating transport related impacts of the Regeneration Project.
  - Increasing traffic movement efficiency
  - Improving access to the overall area
  - Enhancing the image, character and attractiveness of the local area
  - Providing an impetus for the wider regeneration of Hendon Broadway by providing a more attractive environment and public realm encouraging further new investment in the area and
  - Removing the undesirable gyratory traffic movements
- 5.4 The Major Highway Works provide significant benefits to the local environment. They result in the removal of convoluted traffic routing and ensure improved journey times for cars with no overall impact on bus journey times despite the removal of dedicated bus lanes. The Transport Assessment (March 2013) confirms benefits to journey times for cars from the above measures. It should however be noted that although the removal of the bus lane proposals shows fluctuations in bus journey times, overall there is no dis-benefit to buses. The proposed redevelopment has also demonstrated that no capacity issues will arise at either Hendon Rail Station or at Hendon Central Tube Station with the additional trips resulting from the scheme.
- 5.5 The results also show that the removal of bus lanes, coupled with the implementation of the improvement measures along A5 West Hendon Broadway will not have significant impact on overall journey times, whilst providing significant environmental benefits to Residential streets and introducing significantly improved pedestrian facilities.
- 5.6 It intended that the signals will be remotely managed via UTC control and SCOOT to maximise capacity and allow for variation of signal timings reflecting the dynamic demand that occurs rather than the fixed demand assumptions that have been modelled. I consider that SCOOT control will improve capacity by actively amending the signal timings and therefore will provide significant benefits, particularly at off peak periods. It will also be practical to provide bus priority through the SCOOT systems via hurry calls and green time extensions.

- 5.7 SCOOT naturally reduces vehicle emissions by reducing delays and congestion within the network. In addition it can be set to adjust the optimisation of the signal timings to minimise emissions and also provide estimations of harmful emissions within the controlled area.

## CPO Land Requirement

- 5.8 The Council has given careful consideration to the inclusion of the land and new rights sought in CPO2a. Each and every parcel of land and rights included within CPO2a is required to enable delivery of the Major Highway Works.
- 5.9 Certain lands are proposed to be acquired to deliver significant physical changes to junctions including the necessary associated visibility splays or new pedestrian links and public realm improvements such as the enhanced vehicular and pedestrian link between The Broadway and Hendon Rail station.
- 5.10 Rights in land are also sought to enable completion of the scheme. The majority of rights sought are required to deliver improvements to the public realm and pedestrian footways along The Broadway. Currently a considerable number of privately maintainable accesses and frontages exist along the Broadway where some uncertainty exists as to whether these frontages hold highway status.
- 5.11 CPO2a will allow these frontages and accesses to be resurfaced so that the public realm across the private and publically maintainable land/highway is consistent. This will offer pedestrians safe, more accessible surfaces to pedestrian footways and provide enhanced public realm.

# Proposed Stopping up Order

## Stopping Up Submission

- 6.1 The Developer has submitted an application to the London Borough of Barnet under section 247 of the Town and Country Planning Act 1990 (the “1990 Act”) for the stopping up and improvement of parts of these highways to the extent needed to enable Phase 4 to be built out in accordance with the Planning Permission.
- 6.2 To date [6] stopping up orders have been confirmed to enable delivery of the Regeneration Project. As implementation of the Regeneration project proceeds the further highway orders will be required. A phased programme for the delivery of highway orders has been agreed with the highway authority. This involves only stopping up highways when required to deliver the scheme and implementing stopping up orders when rights are no longer required or when alternative means of access has been provided.
- 6.3 Further orders will be required to enable later phases of the Regeneration Project including orders to allow Perryfield Way gyratory to be realigned to form [East Street] within the new layout once it is no longer required as part of the gyratory.

## Description of the area of highway affected by the stopping up order

- 6.4 The area of highway which is proposed to be stopped up as part of Phase 4 has been illustrated upon Plan 12 and is provided for reference within the Book of Plans. The area itself is shown outlined in black along part of Perryfield Way. The part in question comprises the area of 2291 sqm for a distance 191.5 metres.

## Reasons for the Stopping up Order Application

- 6.5 It is necessary to stop up highways within Phase 4 because the Regeneration Project adopts a fundamentally different street and building layout to that which currently exists.
- 6.6 Plan 20 within the Book of Plans shows the extent of the existing highway within Phase 4 overlaid by the new street pattern and demonstrates how it is necessary for the existing highways to be stopped up to enable delivery of the new street layout.
- 6.7 Without confirmation of the Phase 4 Stopping up Order the land required for Phase 4 will remain encumbered by the existing highway rights, in such a scenario it would not be possible to deliver Phase 4.

## Impediments

- 6.8 To date highways orders have not represented an impediment to delivery of the Regeneration Project. Because stopping up orders will not be implemented until rights are no longer required or alternatives are provided I do not consider that any subsequent highways orders will constitute an impediment to the delivery of Phase 4 or subsequent phases of the Regeneration Project.

# Stakeholders

## Matters Agreed with Transport for London and the London Borough of Barnet

### Consultation Discussions with TfL

- 7.1 Pre-application meetings with TfL in relation to the Scheme were held on: 10th September, 26th November, 17th December 2012 and 7th February 2013.
- 7.2 TfL were also party to pre-application discussions with the GLA held on 6th September 2012 and 4th January 2013. The Council consulted TfL in relation to the planning application submitted for the Scheme. By a letter dated 26 April 2012, TfL provided comment on the Transport Assessment as submitted in support of the planning application. The Developer responded to the comments submitted by TfL in the Addendum Transport Assessment dated June 2013.
- 7.3 During the course of the redevelopment. All transport and highway issues have been discussed with key stakeholders. Consultation has been with Highway officers at the Council and representatives of TfL. These discussions have been informed by a series of evolving technical discussion notes and detailed traffic modelling. TfL meetings have been followed by written confirmation of TfL's position.
- 7.4 These discussions have enabled a number of issues to be addressed at an early stage and have ensured that the design has been developed thoroughly and in an appropriate form to address concerns of both transport authorities.
- 7.5 Overall TfL supports the principle of improving these highways and has not objected to the orders or the regeneration Project.

### Consultation with Partnership Board

- 7.6 The West Hendon Regeneration Partnership Board (the Partnership Board) acts as a consultative body comprising representatives from residents on the Estate, the Council, the Developer and stakeholders for the purposes of providing feedback on issues related to the Regeneration Project. The Partnership Board open meetings are open to all Estate residents and are held quarterly. The closed meetings are attended by the elected representatives from the Estate, the Council, the Developer and stakeholders and held monthly.
- 7.7 I have attended Partnership Board meetings to explain Major Highways Works on two separate occasions during September 2016 and December 2016.
- 7.8 Further details on overall project consultation are outlined at Section 2.17 (Page 10) of the Statement of Case.

# Objections

- 8.1 The Secretary of State has received objections against the confirmation of the Orders (As provided within the Core Document CDD.01). A schedule of objectors for each order is in the Core Document library at CDD.03 and CDD.04
- 8.2 Although a number of individual objections were made it has been possible to identify a number of common themes in these.
- 8.3 Responses to these objection themes have been collated in document [CDD.02]. I refer to the specific objections below to which I respond.

## **Group 1 Theme 5: Strain on Local Transport**

- 8.4 The objections claim the development will have a negative impact on local transport. I respond to this objection along with Mr Garner. My responses to this objection are in paragraphs 2.36 and 2.37 (page 7) of the Objections Document [CDD.02].
- 8.5 Overall I consider the Regeneration Project will have a positive impact on the local transport network.

## **Group 1 theme 9: Adequacy of Local Services & Infrastructure**

- 8.6 The objections claim that local services such as healthcare and secondary school education are overstretched and that the scheme could have a negative impact on the quality of these services.
- 8.7 I respond to this objection along with Mr Garner. My responses to this objection are at paragraphs [2.62] of the Objections Document [CDD.02]

## **Objection group 6**

- 8.8 The objections raise a number of concerns in regard to the acquisition of their interests at plots 9, 10, 11, 12, 13 and 14 comprising No229 West Hendon Broadway and adjacent land.
- 8.9 I respond to this objection along with Ms Blackman. My responses to this objection as at paragraphs [7.3] of the Objections Document [CDD.02]

# Conclusion

- 9.1 The implementation of the Major Highway Works forms an integral part of the Regeneration Project, without completion of the Major Highways Works Phase 4 cannot be completed.
- 9.2 The Major Highway Works are necessary in order to accommodate the additional demands placed on the local road network as a result of the implementation of Phase 4 and subsequent phases of the Regeneration Project. However they also resolve a number of existing failings in the highway network and public realm.
- 9.3 The works will result in significant improvements to highway safety and traffic flow along Station Road and The Broadway. These works form part of, and will facilitate, the larger transformation of the Estate and the wider area. Without confirmation of CPO2a and delivery of the Major Highways Works it will not be possible to achieve these wider benefits.
- 9.4 In order to deliver the Major Highway Works within a reasonable timeframe and budget it is necessary for compulsory purchase powers to be confirmed to enable assembly of the land interest specified in the Order schedules and plans.
- 9.5 The Regeneration Project fundamentally alters the street layout within the West Hendon estate. To deliver the new street pattern required to enable Phase 4 it is necessary to stop up a number of highways. Further highways orders will be necessary as the scheme progresses to enable completion of the regeneration project. I do not consider any of such orders to constitute an impediment to delivery of the Regeneration Project.





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